McCAMMON OVERHEAD AND RIVER CROSSING BRIDGE (McCAMMON BRIDGE)
Interstate-15 Business Loop, Milepost 3.3
McCammon
Bannock County
Idaho

HAER No. ID-19

HAER
ID,
3-MCAM,
1—

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Western Region
Department of Interior
San Francisco, California 94102

HAER ID, 3-MCAN 1-

HISTORIC AMERICAN ENGINEERING RECORD

McCammon Overhead and River Crossing Bridge
(McCammon Bridge)

HAER No. ID-19

Location:	Interstate 15 Business Loop, Milepost 3.3 McCammon, Bannock County, Idaho UTM: Zone 12 402130E 4723540N Quad: McCammon
Date of Construction:	1936
Engineer:	J. J. Byer
Builder:	Olaf Nelson
Present Owner:	Idaho Transportation Department 3311 West State Street Boise, Idaho 83703
Present Use:	Vehicular bridge - to be demolished in 1990
Significance:	The McCammon Bridge is the longest of the concrete tee-beam bridges built in Idaho between 1915 and 1945. It crosses the Portneuf River and the Union Pacific Railroad tracks. The bridge was originally part of U.S. 30 prior to Interstate 15. Since then, the bridge became an important link between U.S. 30 and the city of McCammon and was designated I-15 Business Loop. The bridge was listed eligible for the National Register of Historic Places in 1990.
Report Prepared by:	Alan J. Wubker District Five Environmental Planner Idaho Transportation Department P.O. Box 4700 Pocatello, Idaho 83205
Date:	June 1990

HISTORICAL BACKGROUND

Reorganization of the Idaho State Government in 1919 led to the development of the Bureau of Highways under the Department of Public Works. This was the real beginning of designated highways in the State of Idaho. One of the new highways designated as a major route through Idaho was known as the Old Oregon Trail, which later became known as U.S. 30. This route closely followed the original Oregon Trail, part of which went through McCammon, Idaho.

During the Depression era, Idaho underwent a growth boom. The 1930s constituted the most active period of highway and bridge construction in the State up to 1945. This is the period when most of the Old Oregon Trail Highway was upgraded and paves. Also during this time, the department initiated an active bridge replacement program. This program was particularly intended to replace timber structures built prior to 1910. Virtually all the bridges that replaced these structures were constructed of steel or concrete. While the department largely constructed steel truss and short-span concrete and steel beam bridges prior to 1930, standard design began to change radically during the 1930s. During this decade, the long span concrete beam bridge and continuous concrete tee-beam structures were adopted for grade separation projects.

The McCammon Overhead and River Crossing Bridge was one of the bridges built during this era. The bridge is a concrete tee-beam bridge constructed on the Old Oregon Trail for access into McCammon, Idaho, from the west. The bridge was built in 1936 to replace an earlier bridge in the same location. It spans the Portneuf River and the Union Pacific Railroad tracks. The Old Oregon Trail Highway, or U.S. 30, was the major east-west route through southern Idaho. In 1963, construction of Interstate 15 caused a change in the route of U.S. 30. U.S. 30 was built around McCammon to the north and east from Interstate 15. The old U.S. 30 into McCammon became I-15 Business Loop. The McCammon Bridge remained in place and was the only access into McCammon from the west.

There were 101 concrete tee-beam structures of this design built in Idaho prior to 1945. Of this number, fifty-seven of these bridges were built between 1930 and 1937. A total of eleven bridges of this type of construction still exist in the four-county area around the McCammon structure.

Of all the concrete tee-beam structures built in Idaho, the McCammon Overhead and River Crossing Bridge was the longest. The bridge consists of eleven spans. The spans are 48'-0", 48'-6", 52'-0", 51'-6", 52'0", 52'-0", 51'-6", 52'-0", 52'-6", 72'-0", and 52'-0", for a total distance of 584 feet. The bridge is 28 feet in width. The maximum height of the bridge above the ground is approximately 40 feet, which is in the vicinity of the Portneuf River (see Figure 4, and HAER Photographs No. ID-19-1 through ID-19-5).

The concrete stringers are supported by cast-in-place piers (see Figure 8, and HAER Photographs No. ID-19-9 through ID-19-11). The parapet is also cast-in-place and exhibits an open portal style railing (see Figures 5 and 6, and HAER Photographs No. ID-19-6 and ID-19-9). SmalI brackets appear on the exterior of the stringers below the parapet (see Figure 7, and HAER Photographs No. ID-19-9 and ID-19-10). These serve a decorative and not a functional purpose.

The builder/contractor on the bridge was Olaf Nelson. Nelson was also the contractor on a several concrete paving and gravel road contracts during the mid-1930s. He was primarily a contractor who specialized in concrete work, which would make him a logical candidate to construct a concrete bridge. He was not a renowned bridge builder or architectural engineer.

The McCammon Overhead and River Crossing Bridge has deteriorated to the point that it is structurally unsound. A new highway is proposed for connecting McCammon to U.S. 30, bypassing the bridge. Because of the deterioration of the bridge, no local governmental agency or private entity wants the liability of the bridge. The bridge will be demolished when the new highway is completed.

BIBLIOGRAPHY

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Idaho Department of Public Works Biennial Reports, 1919-1945, Boise, Idaho.

Idaho Transportation Department, Idaho Bridge Inventory, Volume 1, History, 1983, Boise, Idaho.

Idaho Transportation Department, "Idaho State Highway History," unpublished, 1982, Boise, Idaho.

FIGURE 1

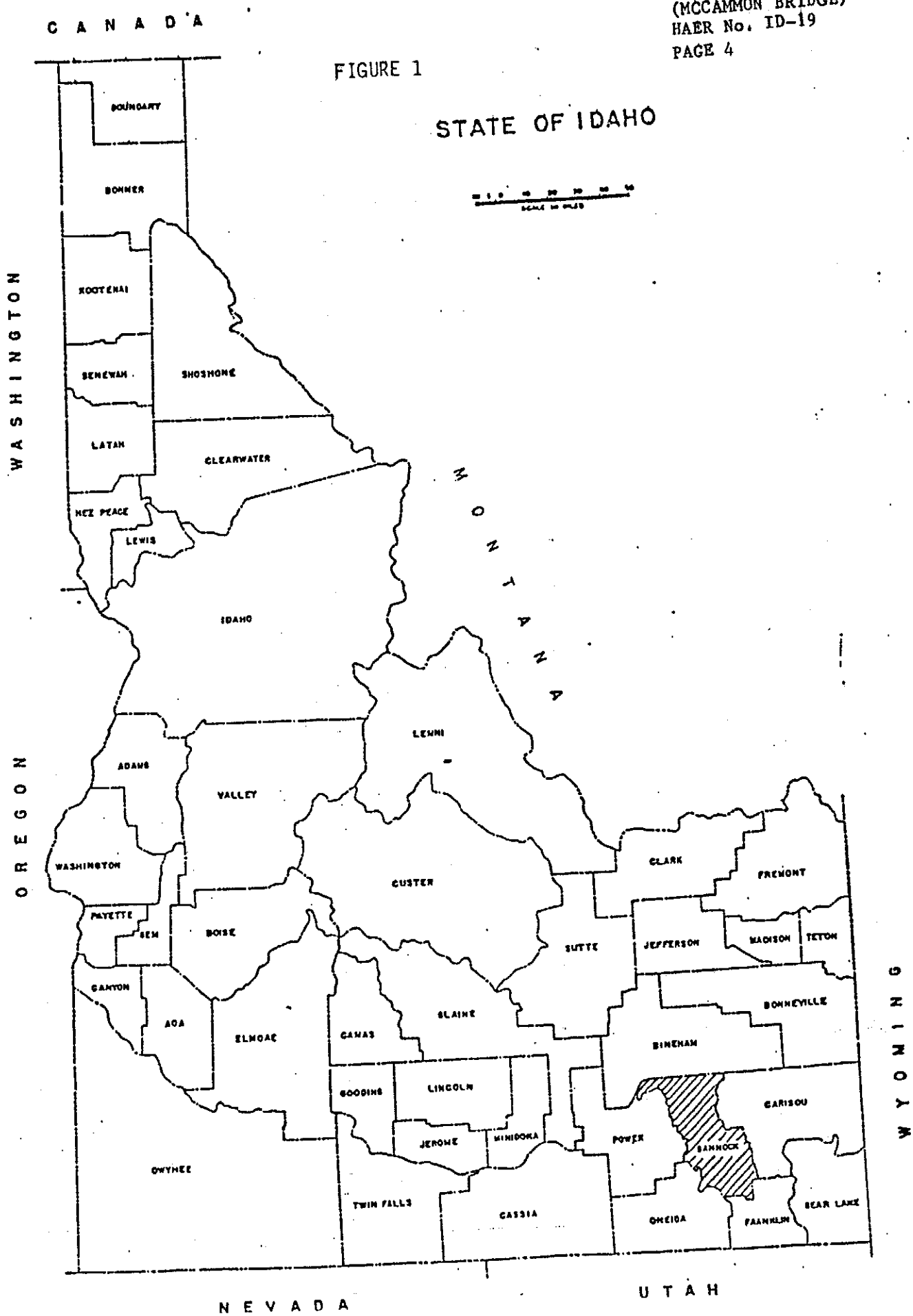

STATE OF IDAHO
CANADA
WASHINGTON
OREGON
NEVADA
UTAH
WYOMING
BOUNDARY
BONNER
KOOTENAI
SHOSHONE
BENEWAH
LATAH
CLEARWATER
NEZ PERCE
LEWIS
IDAHO
LEMHI
ADAMS
VALLEY
WASHINGTON
CUSTER
PAYETTE
BOISE
GEM
CANYON
ADA
ELMORE
CAMAS
BLAINE
GOODING
LINCOLN
JEROME
MINIDOKA
OWYHEE
TWIN FALLS
CASSIA
CLARK
FREMONT
JEFFERSON
MADISON
TETON
BUTTE
BONNEVILLE
BINGHAM
CARIBOU
POWER
BANNOCK
ONEIDA
FRANKLIN
BEAR LAKE

FIGURE 2

MCCAMMON OVERHEAD AND
RIVER CROSSING BRIDGE
(MCCAMMON BRIDGE)
HAER No. ID-19
PAGE 5

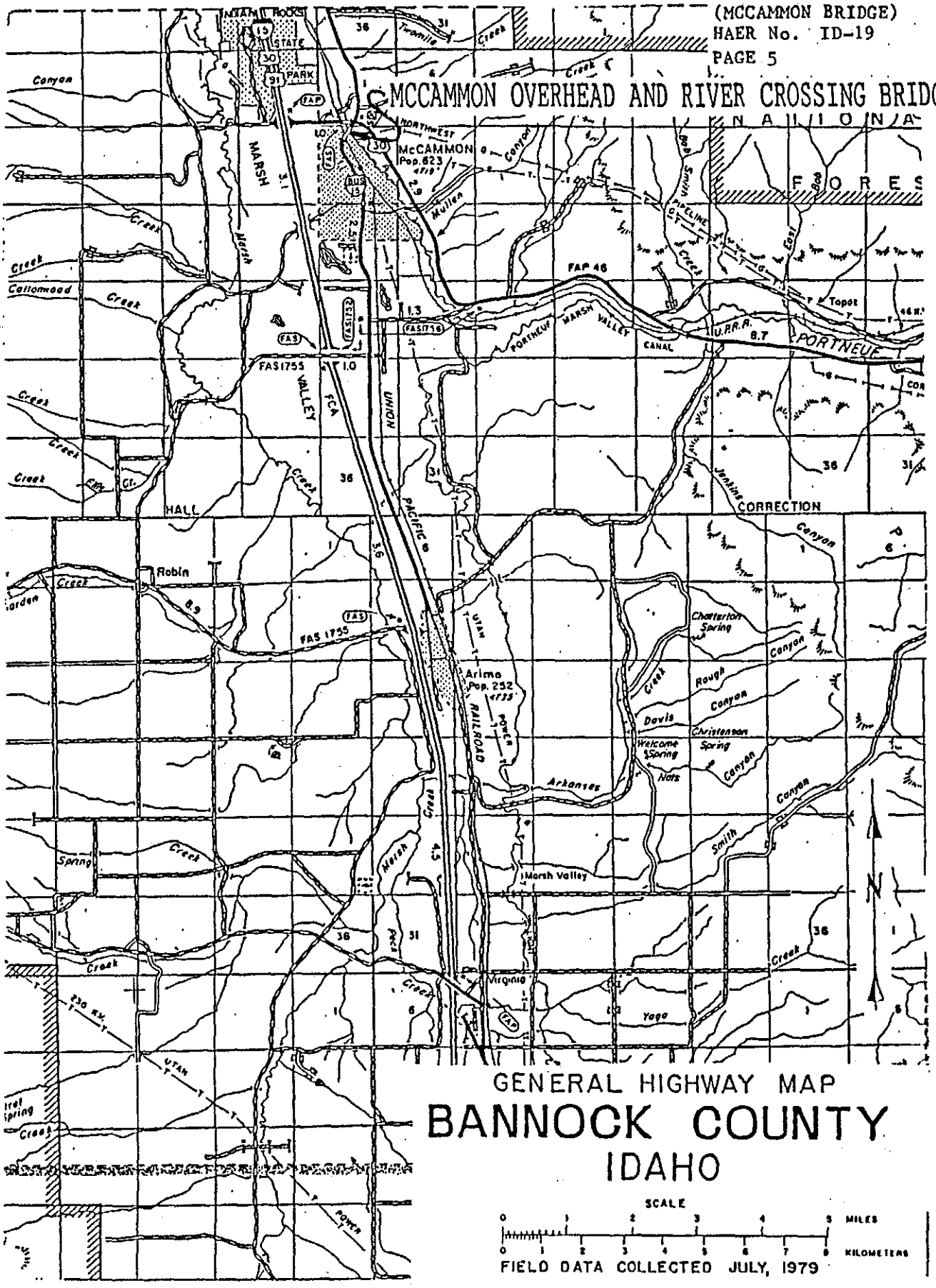
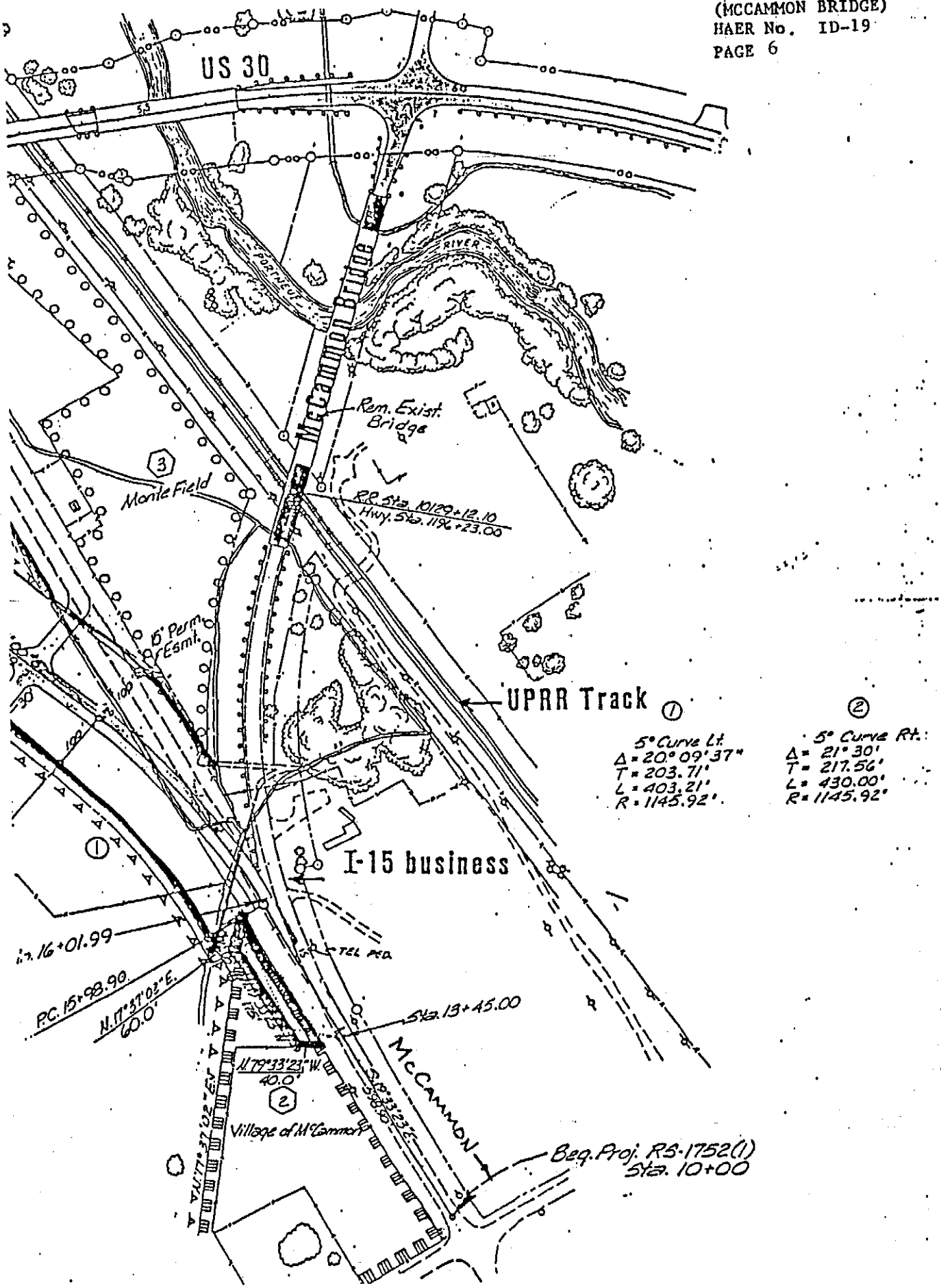
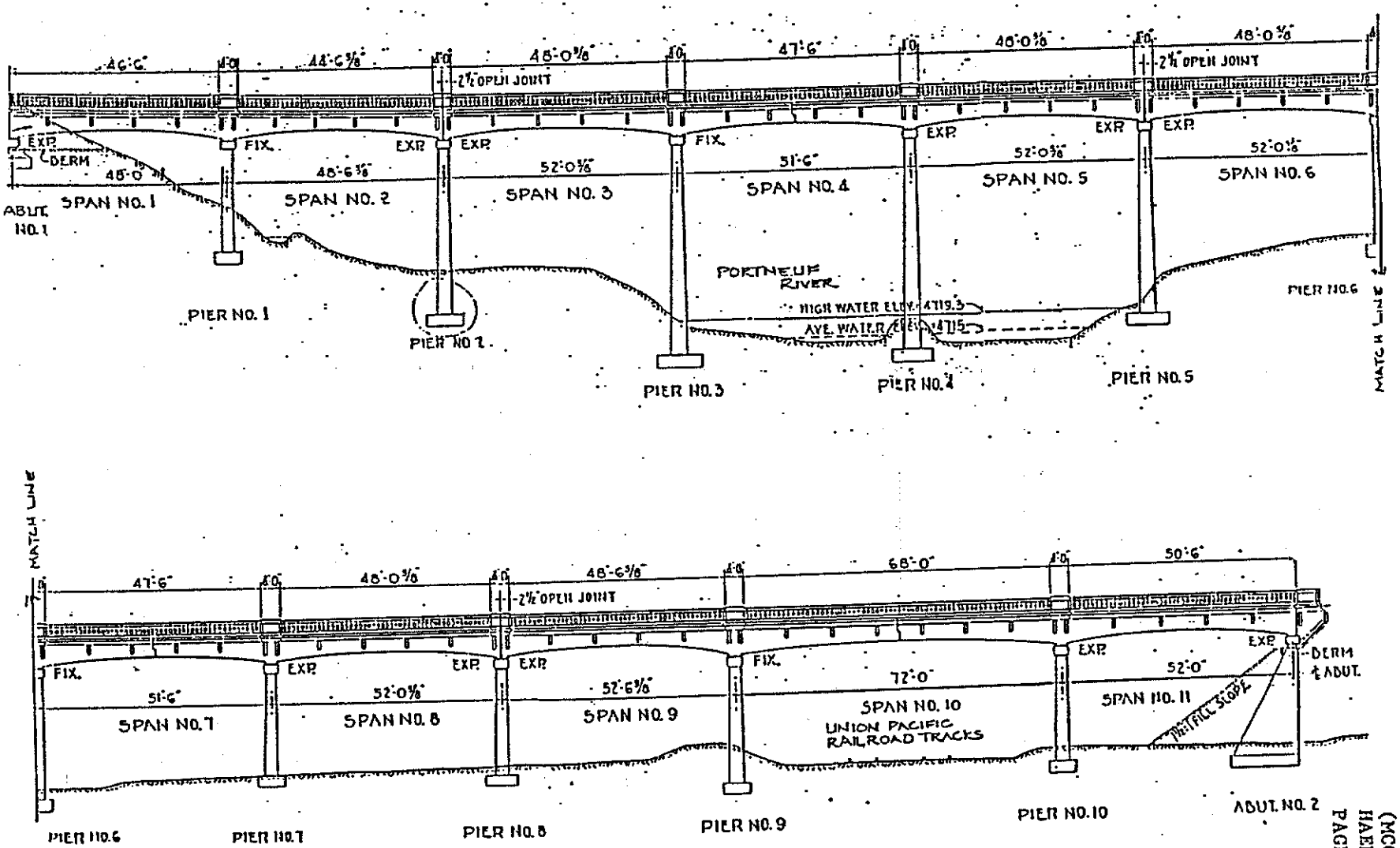


FIGURE 3


US 30
McCammon Bridge
Ren. Exist. Bridge
RIVER
FORTNEY
3
Monte Field
RR Sta. 10129+12.10
Hwy. Sta. 1196+23.00
15' Perm. Esmt.
UPRR Track
1
2
5° Curve Lt.
Δ = 20° 09' 37"
T = 203.71'
L = 403.21'
R = 1145.92'.
5° Curve Rt.
Δ = 21° 30'
T = 217.56'
L = 430.00'
R = 1145.92'
I-15 business
TEL PED
Sta. 16+01.99
P.C. 15+98.90
N. 17° 37' 02" E.
60.0'
Sta. 13+45.00
N 79° 33' 23" W.
40.0'
S 89° 33' 23" E.
Village of McCammon
McCAMMON
Beg. Proj. RS-1752(1)
Sta. 10+00

DRAWING NO. 1



SIDE ELEVATION

From original drawings
dated June, 1935

FIGURE 4

MCCAMMON OVERHEAD AND
RIVER CROSSING BRIDGE
(MCCAMMON BRIDGE)
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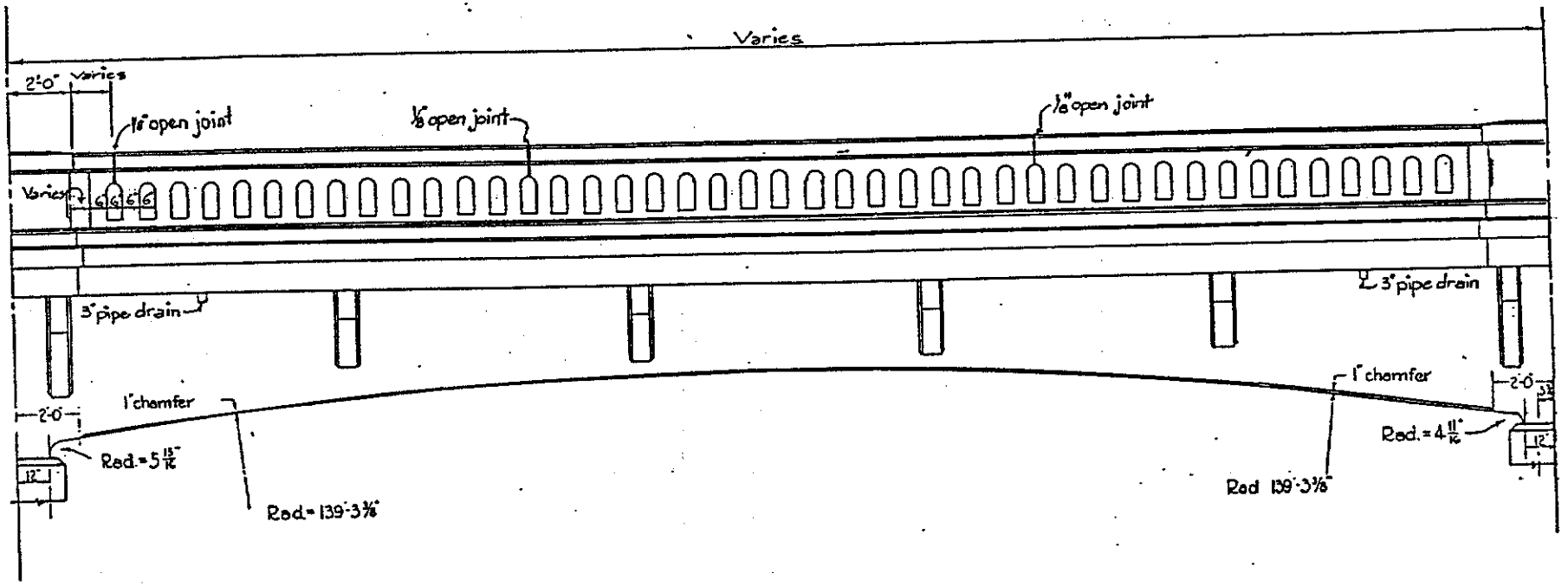
DRAWING NO. 2



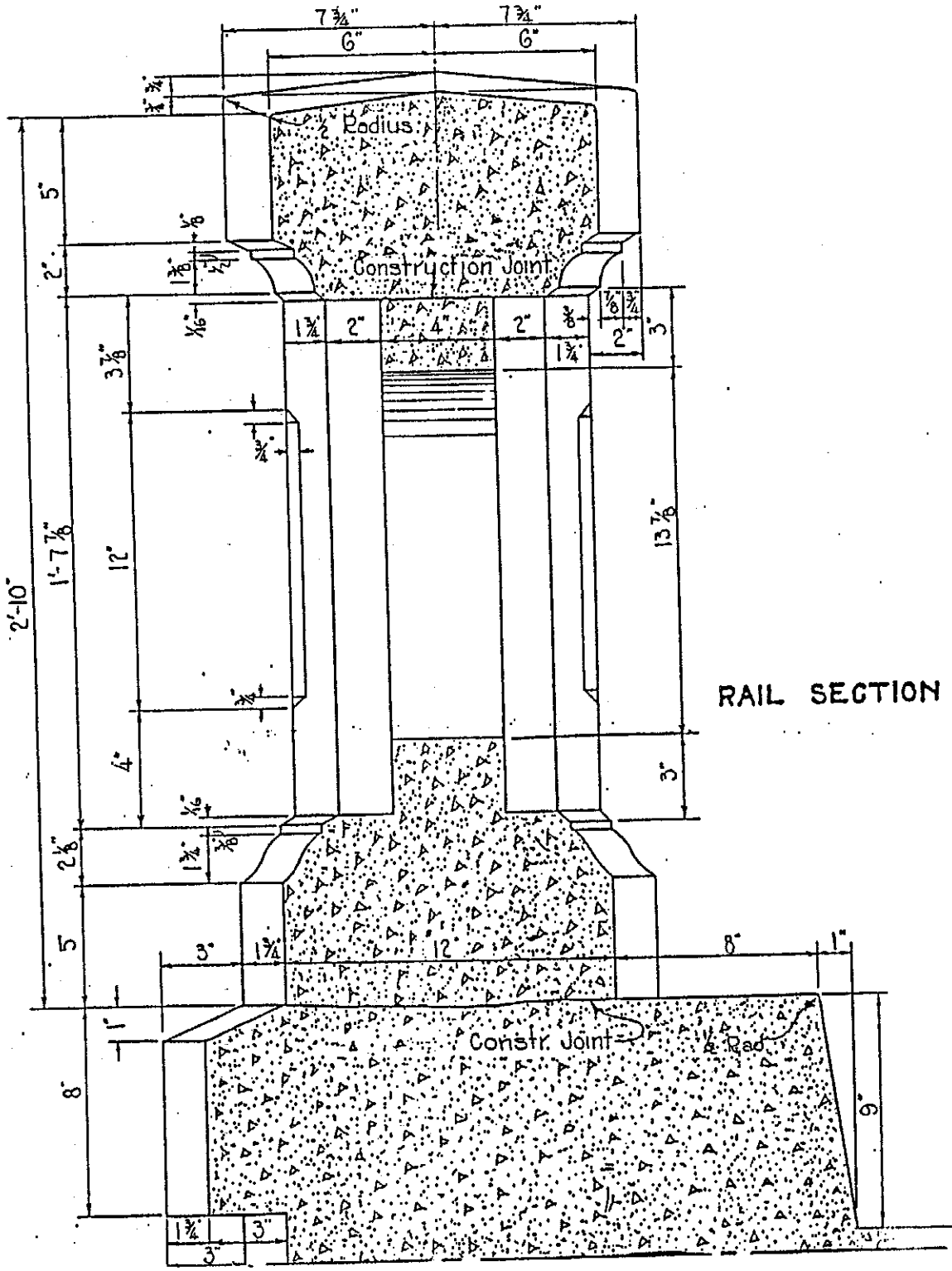
RAIL ELEVATION— SPAN TYPICAL

FIGURE 5

From original drawings
dated June, 1935

FIGURE 6

DRAWING NO. 3

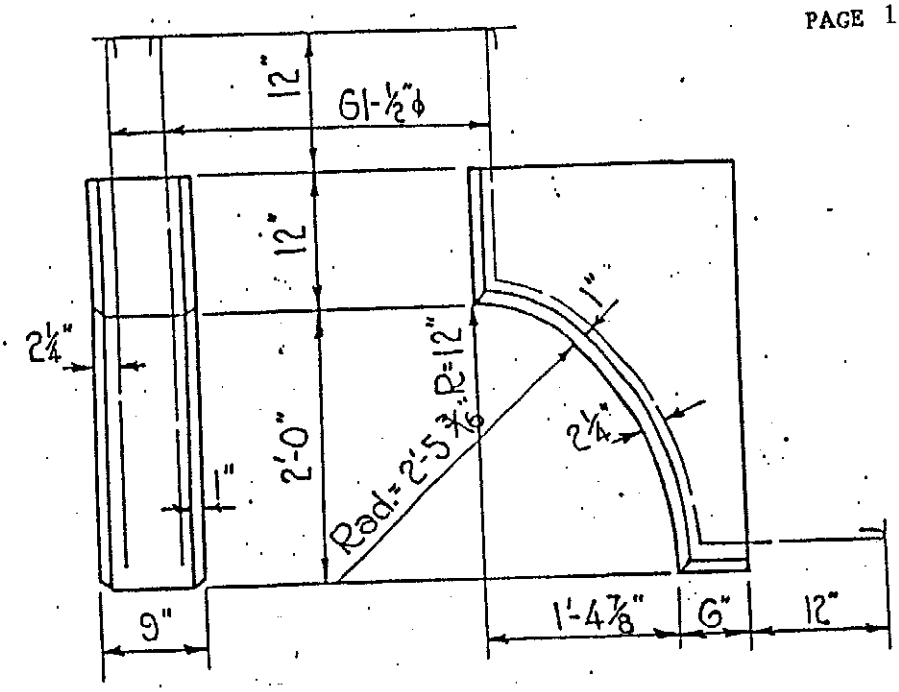


RAIL SECTION

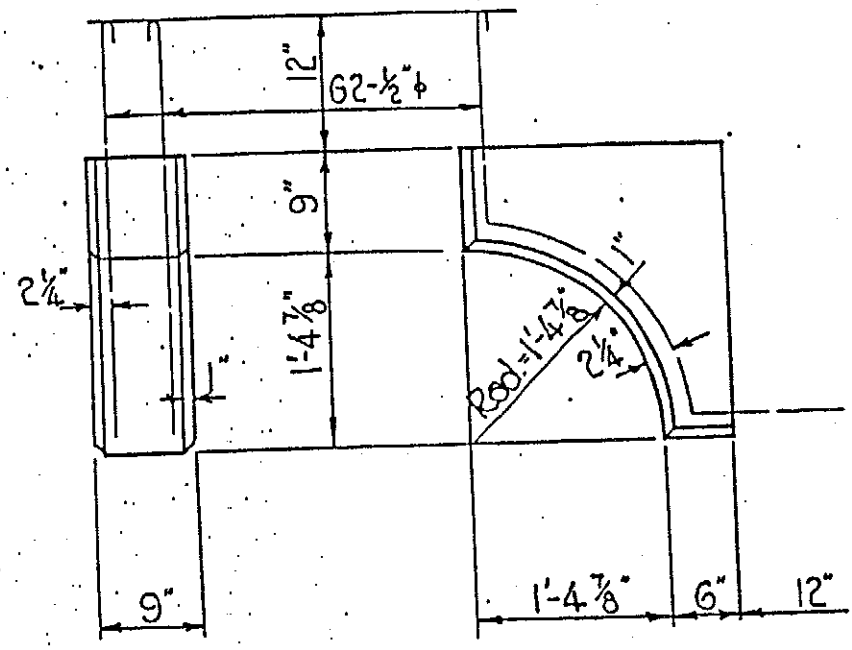
From original drawings
dated June, 1935

FIGURE 7

DRAWING NO. 4



POST BRACKET DETAIL

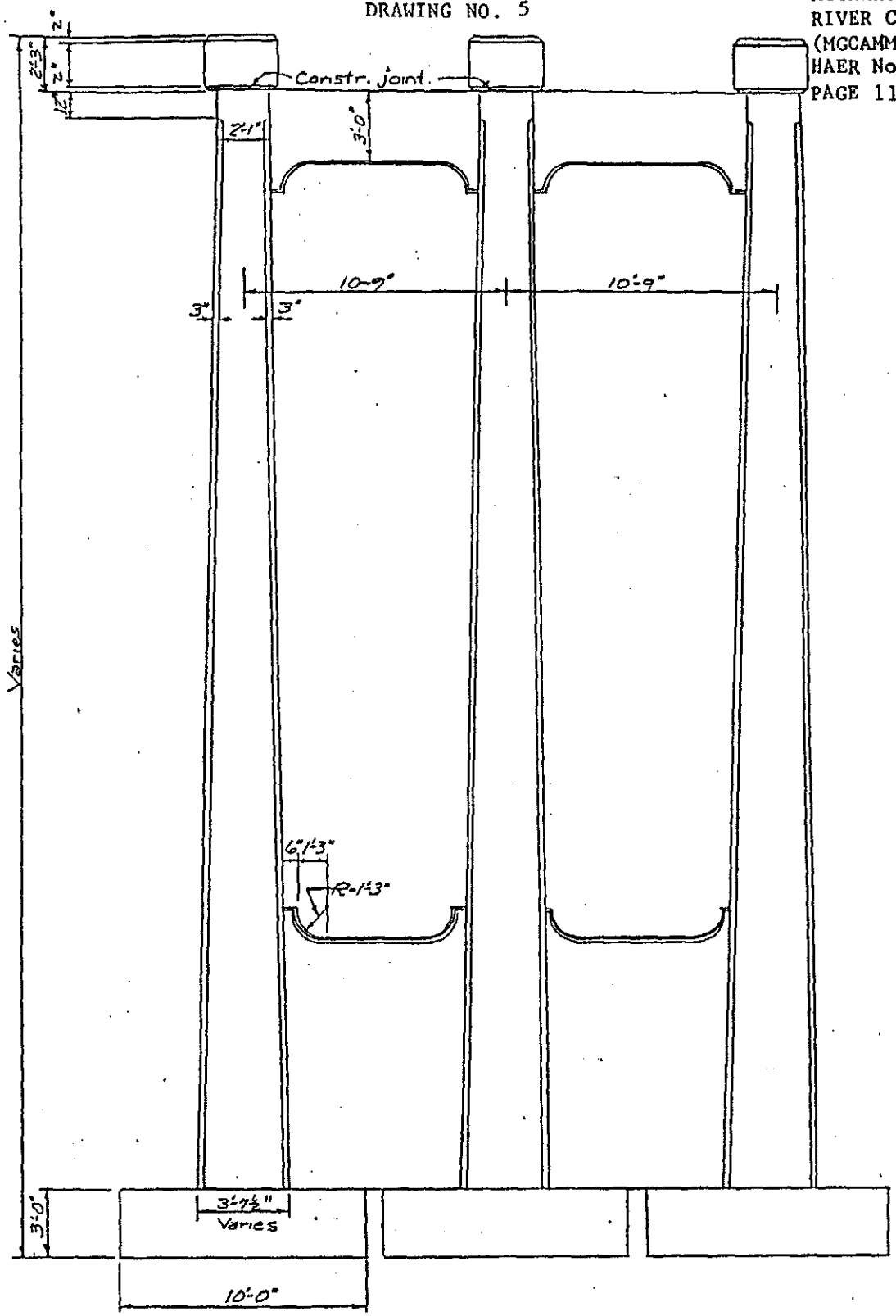


TYPICAL BRACKET DETAIL

From original drawings
dated June, 1935

FIGURE 8

DRAWING NO. 5



PIER ELEVATION ~ TYPICAL

From original
Drawings June, 1935